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Commercial Carrier Journal...

for Private Fleets & For Hire Trucking

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Directory to National & Local Fleet Associations

Guide to Federal Regulatory Agencies

Technical Data Directory

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BETHESDA MD 20814

Commercial Carrier Journal

Published As Commercial Car Journal Continuously Since 1911
CARL W. LOCK, Publisher/Editorial Director
GERALD F. STANDLEY, Editor-In-Chief

VOLUME 140 NUMBER 4 APRIL 1983

Parts Warnings Issued

Fleet operators should be concerned this month over two warnings issued for possible equipment failures. One involves aluminum spring brake caps (see page 24). The second involves fifth wheels (see page 170). Meanwhile, industry fears that some eastern states will thwart DOT plans over access for doubles. Look for court action in New Jersey, Georgia, Vermont and Connecticut as states fight to keep bigger trucks off their roads.

An ABC publication

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BUSINESS MAGAZINES/MARKETING SERVICES/BOOKS

COMMERCIAL CARRIER JOURNAL (ISSN 0734-1423), one of the publications owned by CHILTON COMPANY, is published monthly at Chilton Way, Radnor, Pa. 19089. Chilton Co. is a division of American Broadcasting Companies, Inc., New York, N.Y. Subscription price: United States and its possessions $30.00 a year; single copies are $3.50 a copy with the exception of special issues (April, June, October) which are $6.00 each. Canada and all other countries are $65.00 a year, payable in advance. Second Class Postage Paid at Wayne, PA 19087 and additional mailing offices. Title registered in U.S. Patent Office. Postmaster: Send form 3579 to Commercial Carrier Journal, Box 2045, Radnor, Pa. 19089.

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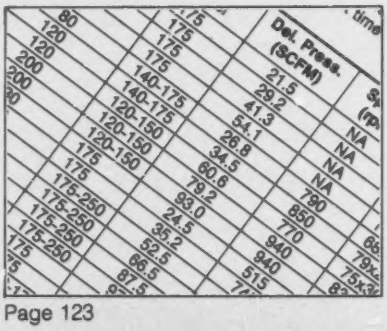

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RULES AND REGULATIONS

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Fifth Circuit rules against ICC's fuel compensation plan

From CCJ's Washington Bureau

The Interstate Commerce Commission overstepped its authority when it established a mileage compensation plan requiring carriers to reimburse their owner operators for the fuel they use.

The mileage compensation system has been in effect since October 1981, but, according to the U.S. Fifth Circuit Court of Appeals in New Orleans, it must be eliminated by April 28. The compensation plan is the successor to the fuel surcharge program begun by the commission in 1979 to end an owner operator shutdown.

Under the mileage reimbursement plan, the ICC has published weekly a cents-per-mile figure carriers must pay their owner operators. In mid-March, compensation was fixed at 11.5¢ per mile but was expected to rise on April 1 when the new 5¢ per gallon fuel increase took effect.

"There can be no doubt that Congress has granted some truly sweeping powers to the ICC, powers that have transformed the transportation industry and removed from it the normal pricing and entry forces that run most of our economy," the court said. "But, Congress has not written a blank check to the agency, for it has admonished the commission to stay within its specifically vested powers."

The court decision will have no retroactive effect on the rate increases that were folded into the rate base when the original surcharge program ended. "Our judgment...only denies to the commission the authority to fix the compensation of owner operators as it has done by regulation Ex Parte 311, Sub 4...," the court said.

Carriers who filed suit against the compensation plan argued that it interfered with contractual labor and lease agreements. Two shipper groups also went to court because the compensation system did not distinguish between truckload and less-than-truckload reimbursement, as the fuel surcharge had done.

The court said the commission "probably had the power" to allow a surcharge for increased fuel costs, and can authorize the surcharge to be folded into the rate structure. But the commission can't order the carriers to pass the money along to the owner operator.

Jim Johnston, president of the Owner Operator Independent Drivers Association of America, said he was disappointed at the ruling but not surprised. "We're hoping the ICC will challenge the decision," he said.

Trucking industry pays high corporate taxes; railroads pay none in '81

From CCJ's Washington Bureau

The trucking industry had one of the nation's highest corporate income tax rates in 1981 while railroads paid no taxes at all, a new Senate study has revealed. The report from the Joint Committee on Taxation shows motor carriers paid $367.5 million in federal corporate income taxes on income of $796.6 million. The industry's 46.1% tax rate was second only to motor vehicle manufacturers, who paid 47.7%.

Railroads earned $1.7 billion in 1981 but paid no taxes. Instead, because of special exemptions and tax rules, railroads will actually receive a refund or future tax credit from the federal government of $129.4 million. The industry had a tax rate of 7.5%.

According to the study, an industry's "effective tax rate" is simply the income tax it owes in a certain year divided by its income for that year. Corporations are required by law to reconcile any differences between their effective tax rate and the maximum statutory corporate tax rate of 46%.

If all accounting rules and principles were the same and there were no tax credits, all corporations would have an effective tax rate identical to the 45% statutory level. Exemptions, however, cause wide discrepancies.

A negative effective tax rate occurs when there is a book income but a tax loss for the year. The tax loss results in a refund of past taxes or credit towards future taxes.

Federal Corporate Income Tax, 1981

Industry	U.S. Income Before Tax	Current U.S. Tax Expense	% U.S. Tax on U.S. Income
Aerospace	$2,282,317	$ 155,291	6.8
Beverages	1,186,983	342,251	28.8
Chemicals	3,116,500	154,300	5.0
Commercial banks	2,050,168	47,975	2.3
Crude oil production	996,075	31,043	3.1
Diversified financials	1,653,911	277,816	16.8
Diversified services	1,714,074	507,179	29.6
Electronics, appliances	4,551,281	1,335,269	29.3
Food processors	2,809,725	752,603	26.8
Industrial and farm equipment	1,594,768	383,574	24.1
Metal manufacturing	2,557,389	249,680	9.8
Motor vehicles	1,188,694	566,704	47.7
Office equipment	4,327,124	1,093,007	25.3
Oil and refining	21,489,584	4,003,997	18.6
Paper and wood products	1,354,143	(192,877)	(14.2)
Pharmaceuticals	1,692,049	606,782	35.9
Retailing	2,365,877	536,268	22.7
Tobacco	2,593,421	811,881	31.3
Transportation:			
Airlines	239,571	38,533	16.1
Railroads	1,723,273	(129,434)	(7.5)
TRUCKING	796,654	367,550	46.1
Utilities	15,375,821	1,417,224	9.2

(Dollar amounts in thousands)

SIZES AND WEIGHTS 1983

THE STATES ARE STILL IN CONTROL

The new federal size and weight limits for trucks directly affect traffic on something less than 700,000 miles of Interstate and federal highways. The states, on the other hand, control more than three million miles of other roads. The states, then, have the power to make the STA Act a momentous productivity boost for truckers or a Pandora's box of dubious benefit to the industry.

On Jan. 6, the Surface Transportation Assistance Act of 1982 was signed into law by President Reagan. The Interstate highway system, theoretically, was opened up to larger, heavier truck traffic. But fleetmen should realize that the states will have a major impact on how widespread the use of the larger rigs becomes.

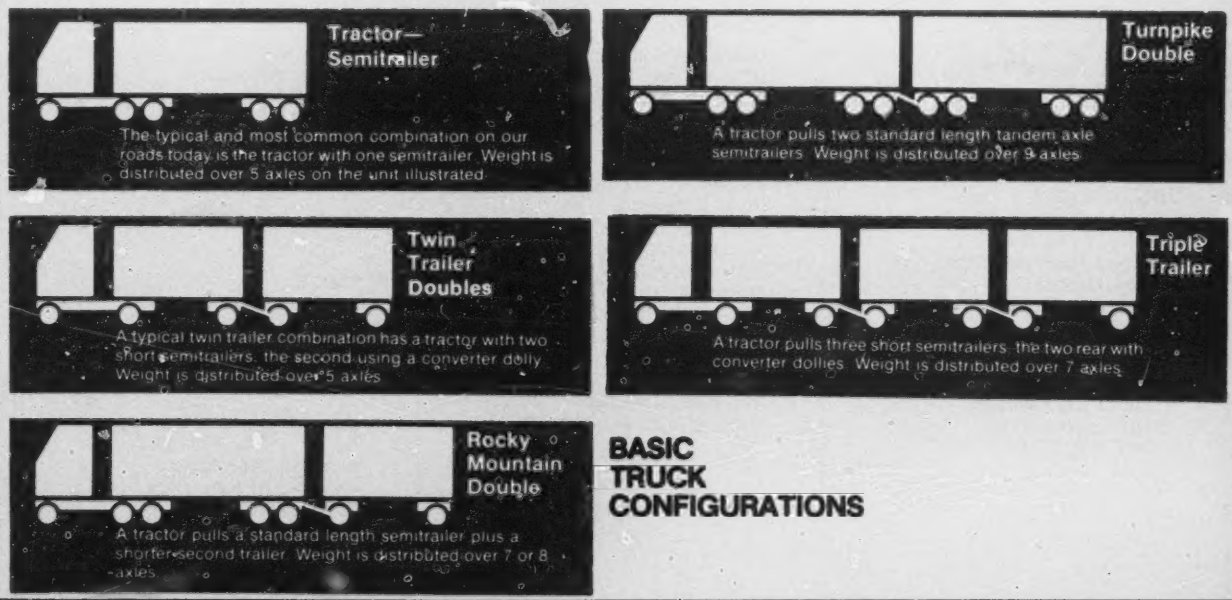
The federal government can require the larger rigs on the Interstates, but it has no control over state roads and the three million miles of non-federal aid highways. And the feds are allowing the states ample leeway to designate which of their highways and roads will carry the larger rigs.

Arkansas, for example, one of three previous "barrier" states has already enacted legislation that allows larger rigs on most of its primary and secondary roads. These changes are indicated in the following size and weight tables. Several others, such as Illinois, Missouri and New Jersey, are working on similar legislative changes, but until the changes are law, we cannot include them in our tables.

The states will continue to have authority to approve special use permits. They are also required to provide reasonable access to Interstates and other designated highways. Each state has a lot of flexibility to do so as long as its actions or restrictions do not inhibit the intent of the law or impede the flow of commerce.

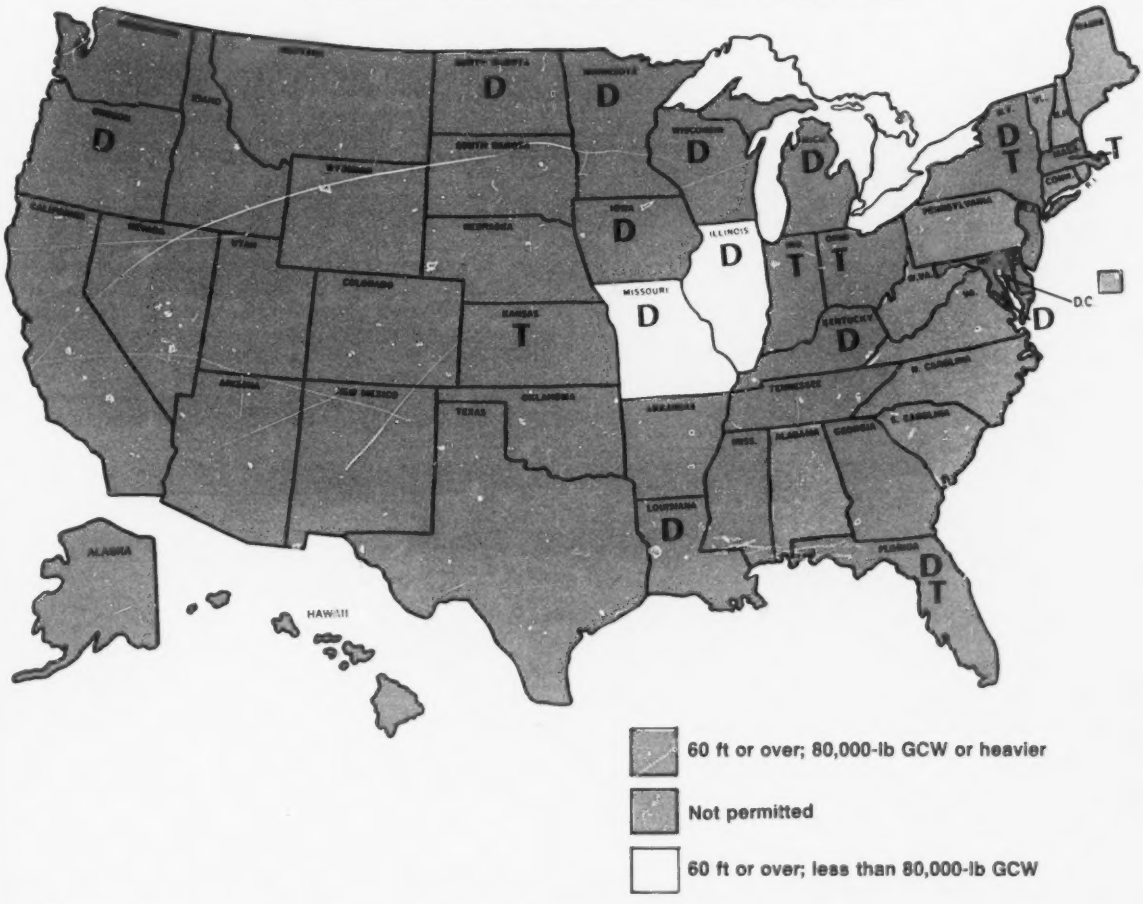
The problem for 1983—and each fleet is facing this to some extent—is that until those states which have to change their laws to comply with the STA Act do so, one knows what the final accessible highway system will be. Each state was to submit to DOT by March 15 a preliminary list of roads on which it will permit the larger rigs to roll. DOT is scheduled to issue a list of these roads in September.

Read on for a list of the most up-to-date size and weight limits, by state, along with major amplifications or exceptions for each state. In addition to Arkansas, the states of Connecticut, Florida, Idaho, Iowa, Kentucky, Louisiana, Montana and Vermont have changed their length or weight restrictions; other states have changed their exceptions or permit rules.



BASIC TRUCK CONFIGURATIONS

WHERE 5-AXLE DOUBLES ARE PERMITTED



State prohibitions on the use of twin trailer (double bottom) combinations may be coming to a close, but not for awhile yet. The Surface Transportation Assistance Act of 1982 prohibited states from banning double bottom rigs on their highways beginning April 6. But that is effective only for the interstate and controlled access, four-lane highways.

Prior to passage of the STA Act, 12 states and the District of Columbia prohibited double bottoms on their roads. Three states (Arkansas, Illinois and Missouri) allowed them but at less than 80,000 lb and only on designated highways (Illinois and Missouri). New Jersey had a 55-ft overall length limit. State legislatures have until October to change their laws and allow the larger rigs. If they have not done so by then, the federal Department of Transportation will consider taking action against them either by withholding federal highway funds or injunctive relief. Even so, the states will still have a certain degree of leeway in designating what other state roads will accept the doubles.

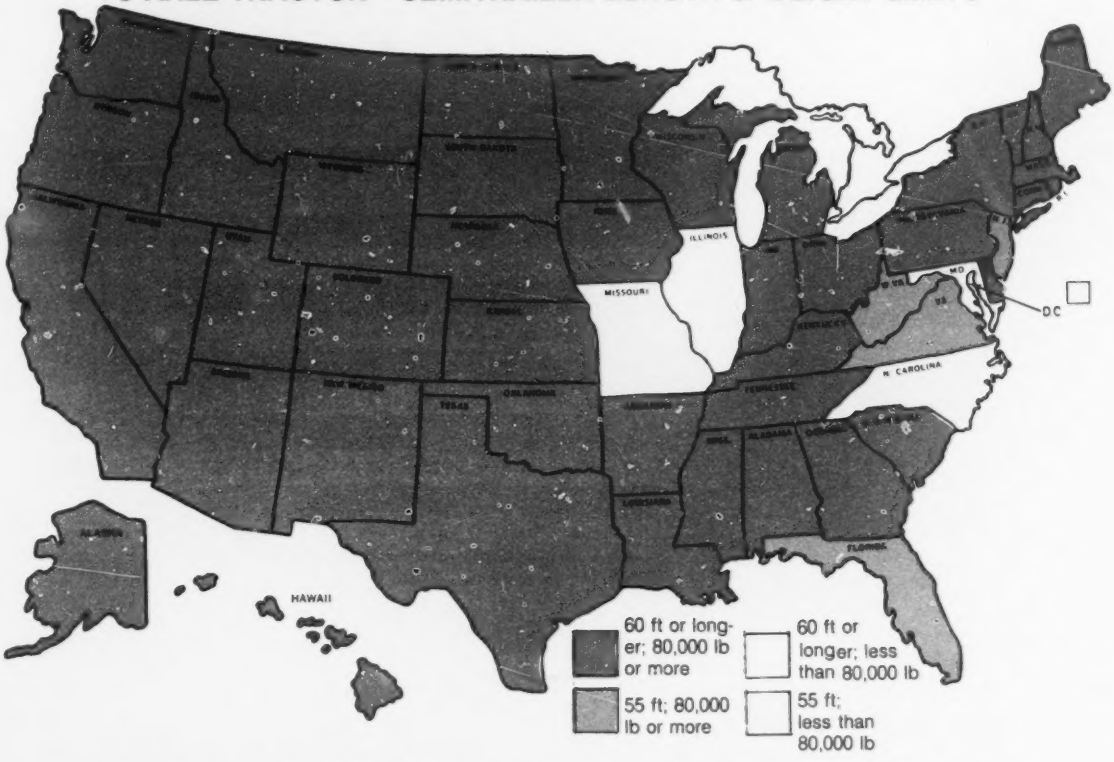
Also, the states may not set overall length limits on twins combinations. They may, instead, set trailer length limits but no shorter than 28 ft for twins (48-ft for semi-trailers). This means that there will be no more 55-ft overall length limits.

As of press time, only Arkansas had passed the required legislation. All of the states are expected to change their laws this year, but it is impossible to predict what they will do at this time. For now, although double bottom rigs may operate on Interstate highways nationwide, they are still prohibited from operating off the Interstates in those states listed above.

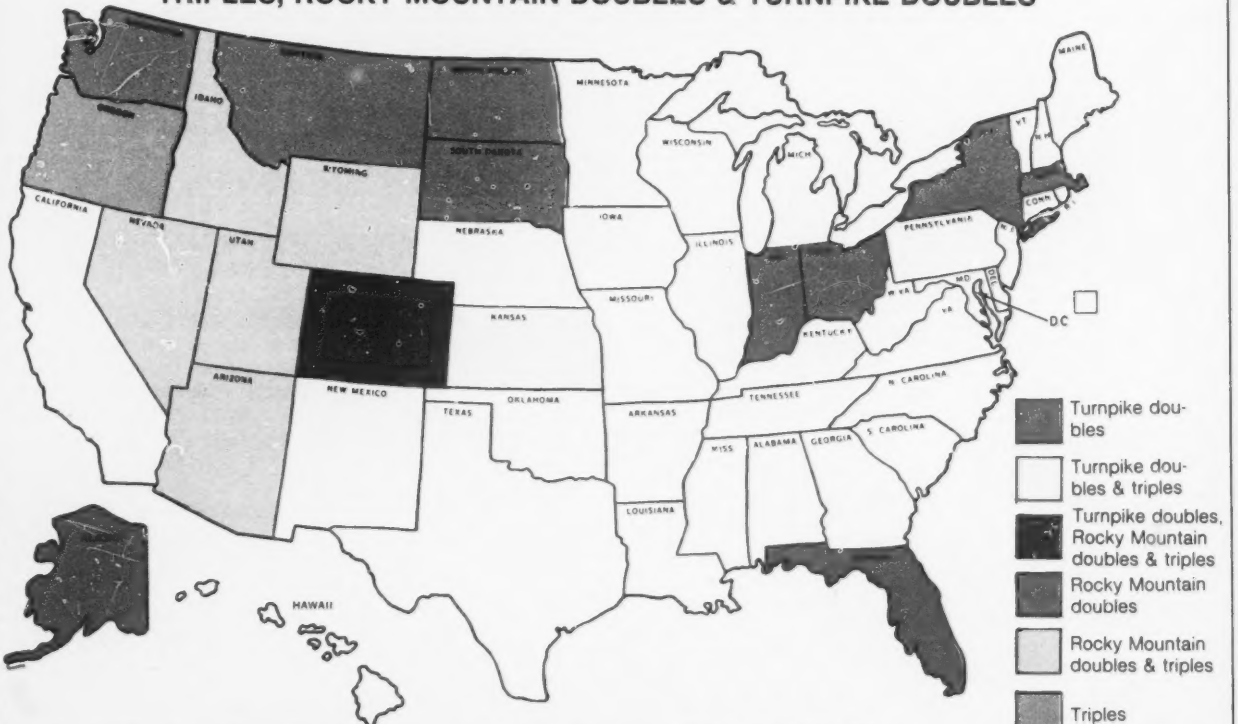
Abbreviations and Definitions

- • —See state comments
- **NS**—Not specified
- **NP**—Not permitted
- **D** —Designated highways only
- **P** —Permit required
- **T** —65-ft lengths or longer permitted on turnpikes and toll roads
- **Stinger-Steered**—a combination where the coupling devise is located to the rear of the last axle of the towing vehicle

5-AXLE TRACTOR—SEMITRAILER LENGTH & WEIGHT LIMITS



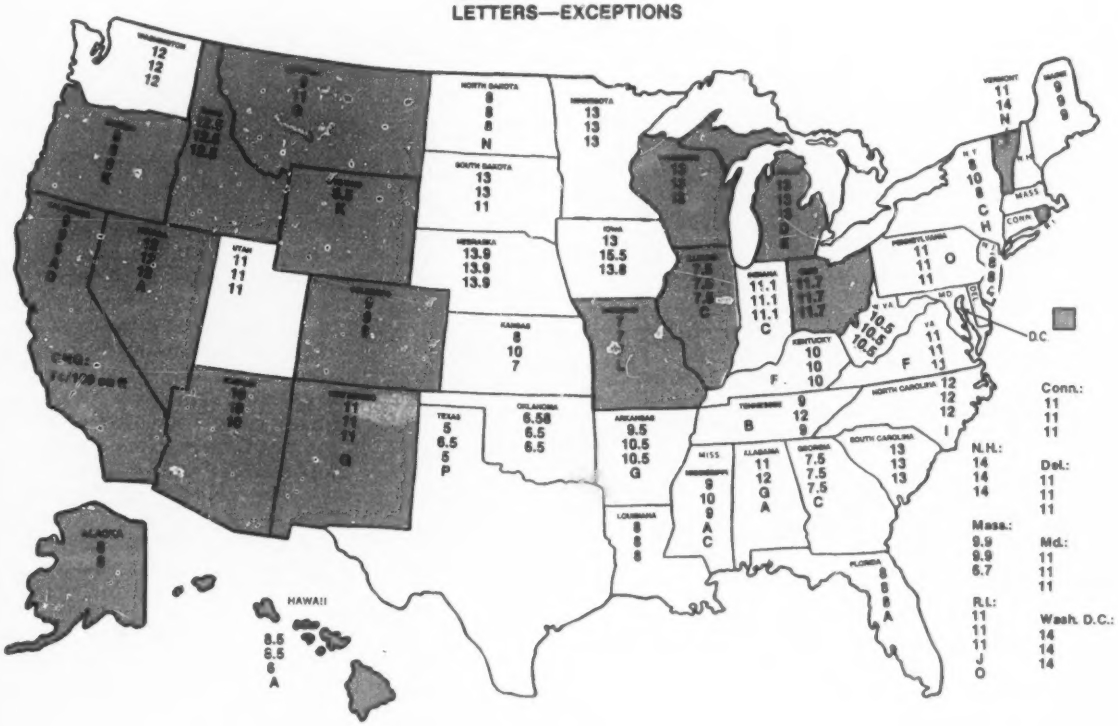
TRIPLES, ROCKY MOUNTAIN DOUBLES & TURNPIKE DOUBLES



Note: These vehicles may require permits or be restricted to designated highways and, in some cases, operate only for short distances along specific routes. Check state comments on the following pages and contact individual state authorities for additional information.

FUEL TAXES IN CENTS-PER-GALLON

GASOLINE
DIESEL
LPG
LETTERS—EXCEPTIONS



☐ Fuel tax reports required

■ No fuel tax reporting laws

■ Fuel tax reporting only on special fuel (not gasoline)

In addition to the federal tax of four cents per gallon, some local governments also impose a fuel tax. Some states have higher registration fees or mileage taxes in lieu of regular fuel tax. For fuel purchased in one state but used in another, fuel use taxes may apply and credit is often given for taxes paid in this manner. See reciprocity section for details.

Buses: Seventeen states have special provisions for buses. Tennessee, for example, excludes buses from the motor carrier fuel tax liability while Connecticut domiciled bus companies are 50% exempt in Connecticut. Other special provisions serve to exclude the operations of small vehicles from the tax base. Ten states exempt buses with fewer than nine seats. There are other examples. Since these provisions are subject to periodic revision, contact the appropriate state office for the most current information.

Key To Exceptions

A-city and/or county taxes additional
B-1¢ per gallon inspection fee additional
C-sales tax additional
D-diesel fuel sales tax additional
E-except for 100/plus passenger, regularly scheduled, in-state route buses
F-surtax on any vehicle with 3 or more axles (2% in Kentucky, 2¢ in Virginia)
G-LPG fueled vehicles may pay an annual flat rate
H-some refunds for taxicabs and buses
I-city transit buses refunded 8¢ per gallon
J-gasoline powered city buses are exempt
K-vehicles (except gasoline) subject to mileage tax are exempt from fuel tax
L-decal fee if under 18,000-lb GVW
M-based on highway miles traveled in-state
N-discounts for diesel/oil fuel mixture
O-gross receipts tax
P-decal fee

VEHICLE SIZE LIMITS

	ALABAMA	ALASKA	ARIZONA	ARKANSAS	CALIFORNIA	COLORADO	CONNECTICUT	DELAWARE	DISTRICT OF COLUMBIA	FLORIDA
Width (in.)	96	96	96	102	96	96	102	96	96	96
Length (ft) Bus	40	40	42	40	40	40	65	42	40	40
Straight Truck	40	40	40	40	40	35	60	40	40	35
Trailer (Semi/Full)	NS	45	NS/40	NS	35/4J	NS	45	NS	NS	NS
Tractor-Semitrailer	60	65	65	60	60	70	60	60	55	55
Doubles	NP	70	65	65	65	70	60	65	NP	65
Truck and Trailer	NP	70	65	65	65	70	60	60	55	55
Truck and Trailers	NP	70	NP	65	65	70	NP	NP	NP	NP
Triples	NP	NP	105	NP	NP	105	NP	NP	NP	NP
Overhang (ft)	3/5	3/5	3/5	3/5/10	NP	4/4/5	3	3/5	3/5	3/5/10

Vehicle and Combination Gross Weight Basis:

A—Gross weight controlled by *axle weight limits* up to, in most states, a specified maximum.

B—Gross weight controlled by the *Bridge Formula.*

$$W = 500\left(\frac{LN}{N-1} + 12N + 36\right)$$

where W equals the overall gross weight on any group of two or more consecutive axles to the nearest 500 lb; L is the distance in feet between the extremes of any group of two or more consecutive axles; N equals the number of axles in the group under consideration; except that two consecutive sets of tandem axles may carry a gross load of 34,000 lb each, provided the overall distance between the first and last axles of such consecutive sets of axles is 36 ft or more.

T—Gross weight controlled by a *table of axle spacing* that specifies weight permitted on a set of two or more axles and varies with the distance in feet between them.

V—Gross weight is controlled by maximum weight limits set for *specific vehicle types.*

STATE COMMENTS

Most states will allow oversize or overweight vehicles with a permit but will frequently restrict them to designated highways, lower speeds or reduced hours of travel (i.e., daylight only). Buses, auto transporters, mobile home haulers, agricultural and livestock rigs are usually awarded exceptions to statutory size and weight restrictions, sometimes with—and sometimes without—a permit required. Check with individual state authorities for specific information.

States that specify maximum permissible front and/or rear overhang, do so usually with the requirement that the overall length of the vehicle or combination—including the overhang—does not exceed the maximum allowable length for the vehicle type in question. Exceptions are noted in the comments for the states in which they occur.

While every reasonable effort was made to assure the accuracy of the information contained in this guide and numerous sources were used, including direct queries to each state, the changing nature of state size and weight regulations is such that CCJ cannot be responsible for omissions or changes in the data offered. Check with the proper state authorities (listed in the reciprocity section of this guide) for the most current information.

ALABAMA

Width—Vehicles hauling heavy forest products or culvert pipe permitted 102-in. except on interstate highways.

Weight—Maximum gross weight practicable on state roads is 84,000 lb with six axle combinations, not including tolerance. **Axles**—40,000-lb tandems allowed on state roads. **Tolerance**—10% on axle and gross weights for state roads; interstate highway limits include all tolerances.

ALASKA

Weight—Tri-axles allowed 42,000 lb with 42-in. spacing. Steering axle weight 20,000 lb or 500 lb per in. width of tires, whichever is most restrictive. **Gross weight limits for combinations:** 5 axle, 78,000 lb; 6 axle, 86,000 lb; 7 axle, 94,000 lb; 8 axle, 100,000 lb. **Tolerance**—No statutory tolerance.

VEHICLE WEIGHT LIMITS

	ALABAMA	ALASKA	ARIZONA	ARKANSAS	CALIFORNIA	COLORADO	CONNECTICUT	DELAWARE	DISTRICT OF COLUMBIA	FLORIDA
Tandem Axles (1000 lb)	34	34	34	34	34	36	36	40	36	44
Min. Axle Spacing (in.)	40+	42+	40+	40+	NS	40+	NS	48+	40+	40+
Maximum Gross Practicable										
2 Axle Tractor, 2 Axle Trailer	68	86	86	82	86	72	73	70	70	88.8
Maximum Gross										
3 Axle Tractor, 2 Axle Trailer	80	92	80	73.2	80	80	80	80	79	80
Doubles	NP	92	80	73.2	80	80	NP	80	NP	80
3 Axle Truck, 2 Axle Trailer	NP	92	80	73.2	80	80	NP	80	79	80

Long Combinations—Combinations up to 100-ft allowed on designated highways.

ARIZONA
Height—Up to 14-ft height with permit.

Weight—Auxiliary axles permitted on semitrailer but not to exceed gross weight limits, except by permit. **Tolerance**—No statutory tolerance.

Long Combinations—Triples allowed 105-ft length, 105,000 lb on designated highways with permit.

ARKANSAS
Weight—80,000 lb weight on secondary highways limited to 40-mph is posted as such. Annual permits available for 18,000-lb steering axles on special heavy-duty or construction rigs. Maximum gross weight practicable on all but interstate, primary and secondary roads (maximum speed 40 mph) is 64,000 lb. Permits for up to 108,000 lb; with 8 axles, 126,000 lb; 9 axles, 140,000 lb; 10 axles, 158,000 lb; single axles, 25,000 lb; tandem axles, 45,000 lb with no one axle of a tandem exceeding 25,000 lb. **Tolerance**—No statutory tolerance.

CALIFORNIA
Length—45-ft semitrailer if kingpin-to-rearmost axle measures 38 ft maximum. Stinger-steered tractor-semitrailer combinations allowed 65 ft when kingpin distance to rearmost axle of semitrailer does not exceed 34 ft; if longer than 34 ft, the 60-ft length limitation will apply. 135-ft combinations allowed under permit.

Width—Outside width at tires may be 100 in. Buses allowed 102-in. width. Vehicles hauling loosely piled agricultural products in bulk, 120-in. width.

Weight—Two consecutive sets of tandem axles between 25- and 33-ft apart limited to 64,000 lb. If 36-ft spread or greater, each axle may carry 34,000 lb but not to exceed 68,000 lb for the two consecutive sets. **Maximum weights allowed under permit:** 28,000-lb single; 46,200-lb tandem; maximum gross weight determined by number of axles. **Tolerance**—Weight limits include all tolerances.

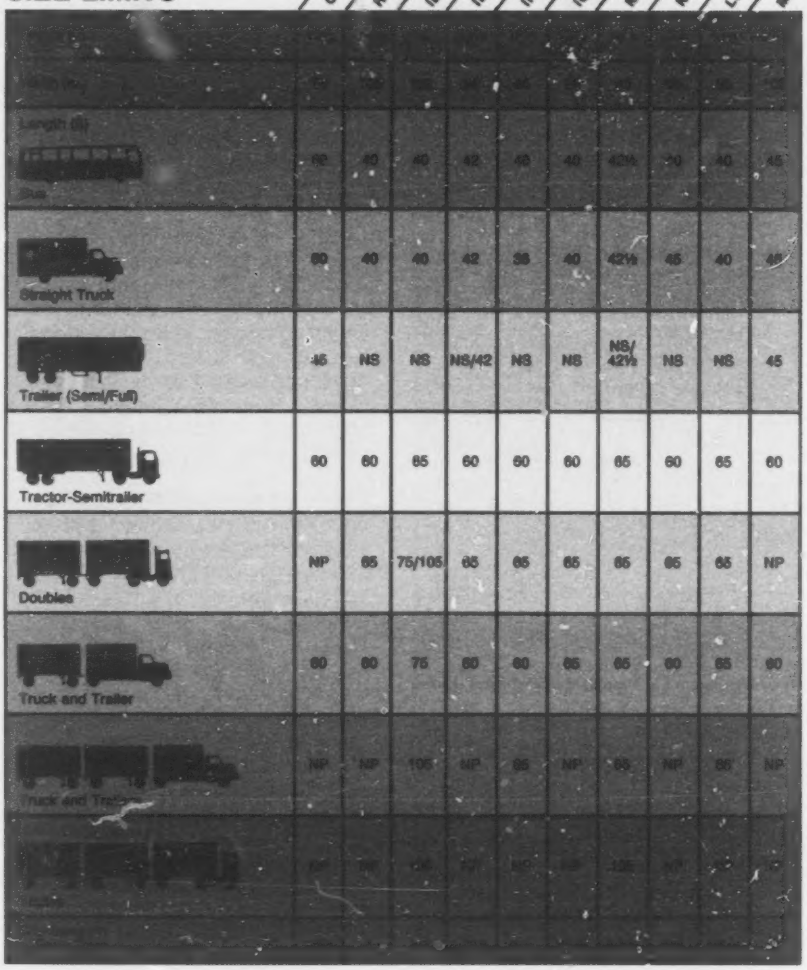
COLORADO
Width—102-in. wheel width allowed measured from outside wheel and tire to opposite side. **Height**—13½ ft allowed on designated highways.

Weight—Maximum weight practicable on state roads, 85,000 lb. **Axles**—40,000-lb tandems allowed on state roads. **Tolerance**—No statutory tolerance.

Long Combinations—Triples are allowed.

CONNECTICUT
Length—48-ft semitrailer with permit as of 1/1/83. Expected to change by 10/1/83. Up to 80 ft without a permit for combinations loaded with poles, piling or struc-

VEHICLE SIZE LIMITS



	GEORGIA	HAWAII	IDAHO	ILLINOIS	INDIANA	IOWA	KANSAS	KENTUCKY	LOUISIANA	MAINE
Length (ft)										
Bus	40	40	40	42	40	40	42½	40	40	45
Straight Truck	60	40	40	42	35	40	42½	45	40	45
Trailer (Semi/Full)	45	NS	NS	NS/42	NS	NS	NS/42½	NS	NS	45
Tractor-Semitrailer	60	60	65	60	60	60	65	60	65	60
Doubles	NP	65	75/105	65	65	65	65	65	65	NP
Truck and Trailer	60	60	75	60	60	65	65	60	65	60
Truck and Trailer	NP	NP	105	NP	65	NP	65	NP	65	NP
Truck	NP	NP	75	60	60	NP	65	NP	65	NP

tural units. **Overhang**—Maximum overhang under permit shall not exceed ⅓ the length of the load.

Weight—Maximum weight practicable, including tolerance, 80,000 lb; lesser weights will apply for vehicles not meeting the Bridge Formula. **Axles**—Single axles spaced less than 6-ft apart limited to 18,000 lb. **Tolerance**—2% but gross weight not to exceed 80,000 lb.

DELAWARE

Length—Pole trailers allowed 70 ft plus 6-ft rear overhang.

Tolerance—No statutory tolerance.

DISTRICT OF COLUMBIA

Weight—38,000-lb tandem axle and 22,000-lb single axle limits apply when gross vehicle weight is less than 73,000 lb; when gross weight is heavier than 73,000 lb, tandems are limited to 34,000 lb, and single axles are limited to 20,000 lb. **The maximum axle weight limit under permit is:** 31,000 lb single; 62,000 lb tandem. Gross weight maximums are not specified but vehicle not to exceed manufacturer's rated load capacity. **Tolerance**—1000 lb is added to the legal limit for gross loads and under permit.

FLORIDA

Length—Straight trucks over 35 ft must have three axles. Full trailers allowed 40 ft with three axles. 65-ft tractor-semitrailer allowed with permit. Doubles restricted to rural interstate highways and multilane divided highways. Urban areas of the interstate, such as Ft. Lauderdale, Tampa and Miami, are excluded.

Weight—550 lb per in. width of tire applies only for special vehicles such as dump trucks, concrete mixers, fuel and gasoline trucks. Maximum gross weight on 5 axles is 100,000 lb with blanket permit. **Tolerance**—10% allowed on scaled weight for enforcement purposes, but no tolerance on maximum gross weight.

Sunshine State Parkway/Long Combinations—Doubles allowed up to 110-ft length, 138,217 lb on Sunshine State Parkway.

GEORGIA

Length—Trailers up to 48-ft allowed with 55-ft overall length as of 2/1/83. **Height**—14½ ft allowed under annual permit. **Overhang**—No statutory overhang limits provided legal length is not exceeded, but administrative policy directs overhang be limited to 10 ft.
Weight—Axle weight limits include working tolerance. Maximum axle limit under permit is 25,000 lb, 35,000 tandems on combinations longer than 55 ft. Maximum gross weight is limited to 56,000 lb on secondary roads unless vehicle is making pickup or delivery. **Tolerance**—No statutory tolerance, but working tolerance is 13%.

HAWAII

Length—65-ft tractor-semitrailer allowed with 45-ft semitrailer for agricultural trucks. **Overhang**—There are no statutory overhang limits except that any front overhang must be at least seven feet above the roadway, and legal length maximums may not be exceeded.

Weight—Gross weight formula for all but interstate highways is: W = 880 (L+40); where W = maxi-

VEHICLE WEIGHT LIMITS

	GEORGIA	HAWAII	IDAHO	ILLINOIS	INDIANA	IOWA	KANSAS	KENTUCKY	LOUISIANA	MAINE
Single Axle (1000 lb)	20	21	20	20	20	20	20	20	20	20
Tandem Axles (1000 lb)	40.0	34	34	32	34	34	34	34	37	34
Min. Axle Spacing (in.)	40+	42+	48+	40+	40+	40+	40+	42+	40+	48
Maximum Gross Practicable										
2 Axle Single Unit	62	60.8	54.5	58.4	NP	62	54	60	54	58.8
2 Axle Tractor, 1 Axle Trailer	52.0	60	52	48	60	60	52	52	52	56
2 Axle Tractor, 2 Axle Trailer	72.9	68	66	62	62	74	66	66	66	66
Maximum Gross										
3 Axle Truck, 2 Axle Trailer	80	80.8	80	73.2	80	80	80	80	83.4	80
Doubles	80	80.8	86.5	73.2	80	80	80	80	83.4	NP
3 Axle Tractor, 2 Axle Trailer	80	80.8	86.5	73.2	80	80	80	80	83.4	NP
Other Combinations	80	80.8	102.5	73.2	NP	80	80.8	80	83.4	NP
Maximum Overall Length (ft)	65	57	75	105	65	60	70	65	70	65

mum weight in pounds rounded to nearest 500 lb; L = distance in feet between first and last axles of combination. 88,880-lb gross weight allowed under permit. **Tire loads**—Limited by the formula: 60 x 1.5708 W^2, where W = the loaded tire tread width. **Tolerance**—No statutory tolerance.

IDAHO

Width—102 in. allowed on state primary and secondary highway systems.

Weight-Load per in. tire width—Applies where tires are wider than 5 in. **Maximum weights allowed under permit**—Single axles, 25,000 lb; tandem, 50,000 lb; no gross weight specified. 105,500 lb allowed on designated highways. **Tolerance**--No statutory tolerance.

Long Combinations—Doubles and triples allowed up to 105-ft length, 105,500-lb gross weight under permit.

ILLINOIS

Length—Stinger-steered tractor-semitrailers and doubles with 65-ft length allowed on 4-lane and some designated highways. Maximum practicable length permit 145 ft.

Weight—One axle of a tandem assembly may carry up to 18,000 lb, but overall tandem weight not to exceed 32,000 lb. **Tolerance**—2000 lb.

INDIANA

Weight—Maximum under permit on interstate highways: Gross, 108,000 lb; single axle, 28,000 lb; tandems, 24,000 lb per axle; tri-axle group, 17,000 lb per axle (but not to exceed 800 lb per in. tire width). On designated "Heavy Duty" highways, single axles are permitted 22,400 lb; tandems, 36,000 lb (but not to exceed maximum gross weight limitation). **Tolerance**—No statutory tolerance, however, overloads of 1000 lb or less will not be penalized.

Indiana Turnpike—Special size and weight maximums are in effect that do not require permits: 65-ft combinations may gross 90,000 lb; 36,000-lb tandems; 22,400-lb single axles. Annual permits available for lengths up to 108 ft, 12-ft. width permitted (10 ft after dark); 14½-ft height. **Under tandem trailer permits:** Tractors hauling doubles at 76,800 lb and heavier must have more than one drive axle.

IOWA

Length--Three axles required on buses longer than 35 ft. For trailers, 40 ft between kingpin and center of rear axle. 65 ft doubles on designated highways.

Weight—Tandem axles spaced less than 40-in. apart are considered as one axle. Other axle configurations must comply with bridge formula. **Tolerance**—5% tolerance but not to exceed 80,000 lb.

Long Combinations—Under doubles permits, 108-ft length must have at least 5 axles (9 axles maximum); gross weight up to 127,400 lb.

VEHICLE SIZE LIMITS

	MARYLAND	MASSACHUSETTS	MICHIGAN	MINNESOTA	MISSISSIPPI	MISSOURI	MONTANA	NEBRASKA	NEVADA	NEW HAMPSHIRE
Width (ft)	8	8½	8	8½	8	8	8½	8	8	8
Length (ft)										
Bus	65	40	40	40	40	40	40	40	40	40
Straight Truck	40	35	40	40	35	40	40	40	40	35
Trailer (Semi/Full)	NS	45/33	48	45	NS	NS	NS	NS/40	NS	45
Tractor-Semitrailer	55	60	60	60	60	55	65	65	70	60
Doubles	65	NS	65	65	60	65	65	65	70	NP
Truck and Trailer	55	NP	65	60	60	65	65	65	70	60
Truck and Trailers	NP	NP	65	NP	NP	65	NP	65	70	NP
Triples	NP	NP	NP	NP	NP	NP	NP	NP	105	NP
Overhang (ft)										

KANSAS
Length—65-ft doubles limited to state highways only. **Width**—102 in. allowed if measured across tires.

Weight—85,500-lb maximum weight practicable on all non-interstate highways. **Tolerance**—No statutory tolerance.

Kansas Turnpike/Long Combinations—Triples and turnpike doubles allowed 105-ft length, 130,000 lb with permit on Kansas Turnpike.

KENTUCKY
Length—Figures shown are for AAA highways only; lower limits may apply elsewhere. Doubles may operate only on interstate highways or designated highways.

Height—11½ ft, some roads; 13½ ft on Class A and B roads.
Weight—Maximum weight practicable listed applies to AAA highways; Class AA highways limited to 62,000 lb; Class A highways limited to 44,000 lb. * **Steering axle**—Weight according to tire width. **Load per in. width**—of tire is 600 lb per in. of the aggregate width of all the tires on a single axle. **Axles**—Triaxles allowed 50,000 lb with 42-in. spread, but less than 120-in. spread. 21,000-lb single axles, 35,700-lb tandems and 82,000-lb gross weights are allowed on some highways. **Maximum weights allowed under permit:** 24,000-lb single; 48,000-lb tandems (42-in. spacing); 96,000-lb 5-axle combinations; 120,000-lb 6-axle combinations. **Tolerance**—No statutory tolerance.

LOUISIANA
Length—Combinations with forest products, 80 ft; poles and piling, 75 ft. Bus length includes bumpers. Doubles allowed on 4-lane highways plus a 10-mile radius.

Weight—Higher axle weights apply on non-interstate highways: 22,000-lb single; 37,000-lb tandem; 45,000-lb triaxle; 53,000-lb quadrum axles. **Steering axle**—Weights up to 22,000 lb on non-interstate highways, dependent on tire size. **Tolerance**—No statutory tolerance, but single axle variations of 2000 lb and 3000 lb on tandem, tri and quadrum axles are permitted; but not to exceed gross weight limitations.

MAINE
Width—Limit on interstate is 102 in.

Weight—Tandems allowed 38,000 lb on non-interstate highways (22,000-lb limit on any one axle of a tandem). 48,000 lb permitted on triaxles spaced more than 48 in. apart. **Steering axle**—22,000 lb or 600 lb per in. tire width. **Tolerance**—No statutory tolerance, but state has a 2000-lb *prima facie* law and intent to overload must be proven before penalty is levied. Applicable for axle, gross and registered weights.

MARYLAND
Size—There are no set maximums for length, width or height movements under permit. Doubles restricted to interstates and designated highways only.

Weight—Combinations with GCW 73,000 lb or less: Axle weights are 22,400-lb single; 36,000-lb tandem. **Combinations with GCW heavier than 73,000 lb:** Axle weights are 20,000-lb single; 34,000-lb tandem. **Single units**—With tandem axle spacing less

VEHICLE WEIGHT LIMITS

	MARYLAND	MASSACHUSETTS	MICHIGAN	MINNESOTA	MISSISSIPPI	MISSOURI	MONTANA	NEBRASKA	NEVADA	NEW HAMPSHIRE
Tandem Axles (1000 lb)	40	36	32	34	34	32	34	34	34	36
Min. Axle Spacing (in.)	48	NS	42	40+	40+	40+	40+	40+	40+	NS
Maximum Gross Practicable										
2 Axle Tractor, 1 Axle Trailer	55	56.8	48	52	48	59	60	52	52	52.8
2 Axle Tractor, 2 Axle Trailer	65	70.4	62	66	60	68	64	68	66	66.4
Maximum Gross										
3 Axle Tractor, 2 Axle Trailer	79	80	80	80	80	73.2	80	86.5	80	80
Doubles	79	80	84	80	80	73.2	80	80	80	NP
3 Axle Truck, 2 Axle Trailer	79	80	80	80	80	73.2	80	80	80	NP

than 48 in., limited to 36,000 lb. **Steering axle**—Single units limited to 20,000 lb with GVW heavier than 73,000 lb. Combinations limited by tire size. **Tolerance**—1000 lb.

MASSACHUSETTS
Width—Outside width at tires may be 102 in.

Height—14 ft with permit.

Weight—3-axle units allowed 73,000 lb, 4-axle units allowed 87,000 lb and 5-axle units allowed 99,000 lb with permits. **Single unit**—(Construction and oil vehicles registered in Mass.) 2-axle unit, 46,000 lb; 3-axle, 60,000 lb. **Axles**—tandems spaced less than 6 ft apart limited to 18,000 lb per axle. **Tolerance**—No statutory tolerance.

Massachusetts Turnpike/Long Combinations—Doubles allowed 108 ft and 127,400 lb.

MICHIGAN
Length—65-ft combinations on interstates and designated highways only. 59-ft other roads. 60-ft tractor-semitrailer combinations with maximum semitrailer length of 48 ft.

Width—Lateral projection of pneumatic tires may be 102 in. Vehicles hauling forest products, agricultural products, or concrete pipe, allowed 108 in. for load only.

Weight—No more than one 32,000 lb tandem allowed on combinations, except for the two permitted on 5-axle tractor-semitrailer combination, if GCW does not exceed 73,280. **Axles**—34,000 lb tandem axles limited to 17,000 lb on any one axle and permitted on interstates and designated highways only, otherwise tandem axle limit is 26,000 lb with 13,000 lb on any one axle. **Michigan Special**—(Michigan Train) 163,000-lb doubles combination on 11 axles (maximum number allowed). **Tolerance**—No statutory tolerance.

MINNESOTA
Length—65-ft combinations allowed on designated highways with permit.

Weight—Maximum weight practicable on non-interstate and designated highways is 73,280 lb. **Axles**—axle weights shown are for interstate and designated highways; on other roads limits are 18,000-lb single, 32,000 lb tandem. **Maximum gross weight under permit:** 5-axles, 84,000 lb; 6-axles, 96,000 lb; 7-axle (tridem/tridem) is 108,000 lb. **Tolerance**—All weight limits include enforcement tolerances.

MISSISSIPPI
Weight—Tandem axle, vehicle and combination gross weights shown are for interstates and designated highways only. Permit required for all vehicles exceeding 57,650 lb on State Roads and 73,280 lb designated highways. **Axles**—weight limit specified not to exceed 550 lb per in. tire width. **Tolerance**—5% tolerance allowed on non-interstate highways for single and tandem axles (not to exceed 500 lbs).

MISSOURI
Size—108-in. width and 15-ft

VEHICLE SIZE LIMITS

	New Jersey	New Mexico	New York	North Carolina	North Dakota	Ohio	Oklahoma	Oregon	Pennsylvania	Rhode Island
Width (in.)	96	96	96	96	102	96	96	96	96	102
Length (ft) Bus	40	40	40	40	40	40	45	40	45	40
Straight Truck	35	40	35	35	[illegible]	40	40	40	40	40
Trailer (Semi/Full)	NS/35	NS	45	45	NS	NS	NS	NS	NS	NS/40
Tractor-Semitrailer	55	65	60	55	75	60	65	60	60	60
Doubles	55	65	65	NP	75	65	65	75	NP	NP
Truck and Trailer	55	65	60	55	75	65	65	75	60	60
Truck and Trailers	55	NP	65	NP	75	75	NP	75	NP	NP
Triples	NP	105	NP	NP	NP	NP	NP	105	NP	NP
Overhang (ft)	[illegible]									

height allowed within and up to two miles outside of cities with populations of 75,000 or more. **Length**—65-ft doubles permitted on primary state roads and interstate highways, plus 5 miles. **Width**—Buses allowed 102 in. on designated highways. **Overhang**—No statutory limits, but not to exceed legal length limits.

Weight—Under permit a 5-axle combination with 43-ft wheelbase or longer is allowed the following: GCW 92,000 lb, 20,000-single axles, 40,000-lb tandems (with not more than 21,000 lb on any one axle). **Buses**—Allowed 20,000-lb single axles; 34,000-lb tandems. **Axles**—22,000-lb single axles allowed within and up to two miles from cities with populations of 75,000 or more. **Tolerance**—No statutory tolerance.

MONTANA

Overhang—No statutory overhang, but vehicle length not to exceed legal length limitations.

Weight—In compliance with the bridge formula, the maximum allowable weight on any group of axles under permit is: 2 axles, 40,000 lb; 3 axles, 60,000 lb; 4 axles, 80,000 lb; 5 axles, 85,500 lb; 6 axles, 90,000 lb; 7 axles, 95,000 lb; 8 axles, 100,280 lb; 9 axles, 105,500 lb. **Axles**—Weight limitations shown on chart not to exceed 600 lb per in. tire width restriction. **Tolerance**—No statutory tolerance.

Long Combinations—Rocky Mountain doubles permitted 85-ft length and 105,500 lb on designated highways with permit.

NEBRASKA

Overhang—Shall not exceed the distance from the rear axle of the hauled motor vehicle to the closest bumper.

Weight—Maximum weight practicable on state roads is 95,000 lb with 7 axles and permit. 5-axle doubles allowed 86,500 lb with permit. **Tolerance**—No statutory tolerance.

NEVADA

Width—102 in. on state roads with permit. **Overhang**—No statutory overhang, but 10 ft is allowed provided total length of vehicle including overhang does not exceed specified maximums. **Tolerance**—No statutory tolerance.

Long Combinations—Triples and Rocky Mountain Doubles allowed 105-ft length, and up to 129,000-lb GCW with 9 axles and 101-ft wheelbase. Permit required.

NEW HAMPSHIRE

Weight—Practicable gross weights shown for 3- and 4-axle single units are maximums for interstate highways and require two driving rear axles. On state roads these vehicles are allowed 55,000 lb, and 60,000-lb maximum gross weight practicable, respectively. 3- and 4-axle single units with only one driving axle are limited to 40,000-lb gross weight. **Tolerance**—No statutory tolerance.

NEW JERSEY

Weight—For operations on other than interstate highways gross weight is limited only by the axle limitations with an overall maximum gross weight limitation of 80,000 lb. **Tolerance**—5% on axle and gross weights, but not to exceed maximum gross weight limitation.

New Jersey Garden State Parkway—Trucks not permitted north of Interchange 97A.

VEHICLE WEIGHT LIMITS

	NEW JERSEY	NEW MEXICO	NEW YORK	NORTH CAROLINA	NORTH DAKOTA	OHIO	OKLAHOMA	OREGON	PENNSYLVANIA	RHODE ISLAND
Tandem Axles (1000 lb)	34	34.3	36	35	34	34	34	34	38	36
Min. Axle Spacing (in.)	40	43	46	48+	40+	48+	40+	40+	NS	40+
Maximum Gross Practicable										
2 Axle Tractor, 1 Axle Trailer	88.8	88.2	88.8	49.8	51	52	52	51	88.8	88.8
2 Axle Tractor, 2 Axle Trailer	68.4	67.9	70.4	67.2	65	66	66	65	73.2	67.4
Maximum Gross										
3 Axle Tractor, 2 Axle Trailer	80	86.4	80	79.8	80	80	85.5	80	80	80
Doubles	80	86.4	80	NP	80	80	85.5	80	NP	NP
3 Axle Truck, 2 Axle Trailer	80	86.4	80	79.8	80	80	85.5	80	80	80

NEW MEXICO

Width—Outside tire width may be 102 in. but vehicle width limited to 96 in., except on interstates and designated highways where 102 in. vehicle width is permitted. **Overhang**—Annual permits for 3-ft front, 7-ft rear overhang for vehicles or combinations up to 80-ft overall length. **Tolerance**—No statutory tolerance.

Long Combinations—Doubles and triples allowed on designated highways with permit.

NEW YORK

Length—48-ft trailers and semitrailers allowed provided overall length does not exceed 55 ft.

Weight—2-axle single units 36,000 lb with less than 10-ft wheelbase. Special formula for 3 or more axles. **Tolerance**—No statutory tolerance.

New York State Thruway—Turnpike Doubles permitted up to 108 ft and 120,400 lb. Three axle tractor with two drive axles required for GVW of 110,000 lb or heavier.

NORTH CAROLINA

Length—Single units with 3 axles allowed 40 ft. **Weight**—5-axle vehicles or combinations heavier than 73,000 lb limited to 35,700 lb tandems; if lighter than 73,000 lb, tandems may be 38,000 lb. **Tolerance**—1000 lb on axle weights included in legal limits.

NORTH DAKOTA

Length—All state roads have been designated for the 75-ft length limit.

Weight—Maximum weight practicable on interstate highways and non-designated highways is 80,000 lb; on designated highways, 105,500 lb. No set limit elsewhere under permit. Seasonal axle weight reductions specified during Spring. **Steering Axle**—Not to exceed 550 lb per in. tire. **Tolerance**—No statutory tolerance.

OHIO

Size—Urban buses permitted 48-ft length and 104-in. width.

Weight—Maximum weight practicable 80,000 lb (38,000 lb, plus 900 lb per foot of wheelbase). **Axle**—tandems allowed 1000 lb additional weight per foot (or fraction thereof) over 48-in. spacing up to a maximum of 40,000 lb. **Steering Axle**—Subject to maximum of 20,000 lb. **Tolerance**—No statutory tolerance.

Ohio Turnpike/Long Combinations—21,900-lb single axles, 32,000 lb tandems with 90,000-lb GVW on turnpike. Doubles allowed up to 106 ft and 127,400 on turnpike.

OKLAHOMA

Weight—Gross weight limited to 80,000 lb on interstate highways; 90,000 lb state roads, or 20,000 lbs maximum per axle with permit. **Tolerance**—No statutory tolerance, but vehicles may carry more than 2000 lb more than registered or licensed weight.

OREGON

Length—48-ft semitrailer of kingpin-to-rearmost axle distance is

VEHICLE SIZE LIMITS

	SOUTH CAROLINA	SOUTH DAKOTA	TENNESSEE	TEXAS	UTAH	VERMONT	VIRGINIA	WASHINGTON	WEST VIRGINIA	WISCONSIN	WYOMING
Width (ft)	08	08	08	08	08	102	08	08	08	08	08
Length (ft) Bus	40	40	40	45	45	80	40	40	45	40	80
Straight Truck	30	45	40	45	45	80	40	40	35	40	80
Trailer (Semi/Full)	45	NS	NS	NS	NS	NS	NS	45	NS	48	NS
Tractor-Semitrailer	60	80	60	65	65	60	60	65	55	60	85
Doubles	NP	80	NP	65	105	NP	NP	65	NP	65	85
Truck and Trailer	60	80	60	65	65	60	55	65	55	55	85
Truck and Trailers	NP	80	NP	65	85	NP	NP	NP	NP	NP	85
Triples	NP	NP	NP	NP	105	NP	NP	NP	NP	NP	NP
Overhang (ft)	[illegible]										

38 ft or longer, by permit. **Overhang**—Rear overhang on a single unit may equal ¾ of the length of the vehicle's wheelbase; rear overhang for a combination may equal ⅓ the length of the combination wheelbase. Overhang is measured from the rear axle centerline to the rear of the load.

Weight—Steering axle weight limited to 550 lb per in. tire width subject to maximum of 20,000 lb. **Tolerance**—No statutory tolerance. Working tolerance of 500 lb/wheel, 1000 lb/axle, 2000 lb/tandem, 3000 lb/groups of axles, 4000 lb/GCW.

Long Combinations—Doubles and triples 65-ft on Class AA roads. Up to 105-ft and 105,000 lb GCW on designated highways with permit.

PENNSYLVANIA

Weight—Maximum weight practicable with less than 5-axles is 73,280 lb. **Steering axle**—800 lb per in. tire width. **Tolerance**—3% on all weights except on interstate highways.

Pennsylvania Turnpike—Tractor-semitrailer allowed 70 ft length and 100,000 lb GCW. With permit 100-ft combinations and 125,000 lb.

RHODE ISLAND

Weight—Maximum weight practicable on non-interstate highways 73,000 lb. 3-axle single units with less than 16-ft wheelbase limited to 44,000 lb. 3-axle tractor-semitrailer with less than 22-ft combination wheelbase, 46,000 lb; with less than 27-ft combination wheelbase, 50,000 lb. 5-axle tractor semitrailer may carry up to 99,000 lb with permit. **Axles**—32,000 lb limit on tandems spaced less than 6 ft apart. **Tolerance**—No statutory tolerance.

SOUTH CAROLINA

Length—Single units with three axles limited to 40 ft.

Weight—Maximum weight practicable on non-interstate highways is 73,280 lb plus tolerance. **Axles**—On interstate highways tandems limited to 35,200 lb. With no more than 40,000 lb per tandem, a gross weight of 90,000 lb will be permitted on 5 axles combinations under special conditions. **Tolerance**—10% on state roads; no tolerance on interstate highways.

SOUTH DAKOTA

Length—No set maximum for permit lengths. Permits issued based on routes, traffic, etc.

Width—100 in. for loads of pulpwood; 102 in. for concrete pipe or baled feed—both on state roads.

Weight—Maximum weight practicable up to 95,000 lb. Maximum weight on non-interstates depends on bridge formula. **Steering Axle**—20,000 lb or 600 lb per in. tire width whichever is most restrictive. **Tolerance**—No statutory tolerance.

TENNESSEE

Length—Permits required for combination lengths over 60-ft. Maximum length of 120 ft.

Weight—Buses limited to 42,000 lb GVW. **Tolerance**—No statutory tolerance.

TEXAS

Tolerance—No statutory tolerance, but there is a 5% tolerance on axle loads before a violation.

UTAH

Length—Tractor-semitrailer, truck and full-trailer and doubles require permit for 75-ft or longer lengths.

VEHICLE WEIGHT LIMITS

	SOUTH CAROLINA	SOUTH DAKOTA	TENNESSEE	TEXAS	UTAH	VERMONT	VIRGINIA	WASHINGTON	WEST VIRGINIA	WISCONSIN	WYOMING
Tandem Axles (1000 lb)	36	34	34	34	34	36	34	34	34	34	36
Min. Axle Spacing (in.)	40	40	40+	40	40+	48+	40+	40+	40+	42+	40+
Maximum Gross Practicable											
2 Axle Tractor, 2 Axle Trailer	86	86	82	86	80.8	70.4	86	80	86	86	86
Maximum Gross											
3 Axle Tractor, 2 Axle Trailer	80	80	80	80	80	80	79.8	80	80	80	80
Doubles	NP	85.5	NP	80	80	NP	NP	80	NP	80	80
3 Axle Truck, 2 Axle Trailer	80	85.5	85.5	80	80	80	79.8	80	80	80	80

Weight—Tandem axles allowed 36,000 lb with permit. **Tolerance**—No statutory tolerance.

Long Combinations—Doubles and triples allowed 105 ft; a truck and two full-trailers allowed 95 ft. Up to 121,700-lb GCW by permit.

VERMONT
Width—102-in. on state roads.

Weight—55,000 lb single unit not permitted on interstate highways, and if a 3-axle single unit has only one drive axle on the tandem GVW is limited to 46,000 lbs. 4-axle single unit allowed 60,000 lbs on state roads.

VIRGINIA
Weight—3 axle single unit maximum is 54,000 lbs. Permits needed when axle limits exceeded but GCW under 80,000 lbs. **Tolerance**—No statutory tolerance.

WASHINGTON
Length—73-ft combination tractor-semitrailer if stinger-steered. Annual permits for 75-ft combinations. No semitrailer length limit is specified for 65-ft combinations or longer.

Buses—over 35-ft length on designated highways only.

Weight—2-axle single units with less than 102-in. wheelbase limited to 34,000 lb. **Steering Axle**—660 lb per in. tire width if tires are 12 or more inches wide. **Tolerance**—No statutory tolerance.

Long Combinations—Rocky Mountain Doubles permitted with up to 105,000 lb GCW with permit.

WEST VIRGINIA
Length—3-axle single units limited to 40 ft. **Height**—13½ ft on designated highways.

Weight—Maximum weight practicable on some designated highways is 73,500 lb, or 65,000 lb. **Tolerance**—No statutory tolerance.

WISCONSIN
Length—50 ft single and 65-ft combinations by permit on designated highways. 60-ft tractor/trailer length if trailer is 48-ft or less; longer trailer requires 55-ft overall length.

Width—loads of pulpwood permitted 102-in. Annual permits available for widths up to 168-in.

Weight—Weight limits shown are for Class A highways. Class B highway limits are 40% less than Class A, except for approved local deliveries. **Tolerance**—No statutory tolerance.

WYOMING
Width—102 in. on designated highways for buses, forestry products or baled hay.

Weight—Maximum weight practicable on primary and secondary roads (non-interstate) is 101,000 lb, with 7 axles and 70-ft wheelbase. 20,000-lb single axle limit requires 50-ft wheelbase. **Tolerance**—No statutory tolerance.

Long Combinations—Rocky Mountain doubles permitted 101,000 lb on 7 axles.